

4.4 Alternate Future Land Use Scenario / Erie Inland Port

As noted throughout the Plan, the Erie Inland Port initiative is viewed by the Economic Development Corporation of Erie County, as the most important economic development project for a successful Erie County future. The concept embraces the global market place. It would capitalize on and enhance the rail, highway, and marine transportation infrastructure already largely in-place throughout much of the county. Most importantly, it would greatly improve the multimodal system of commerce that would expand industrial, manufacturing, transportation, and accessory business opportunities with substantial benefits to the overall economy of Erie County.

As of the writing of this plan, a separate study effort dedicated to investigating the potential transportation impacts, requirements, and related implications of the Inland Port was programmed for TIP years 2011/2012 (Project MPMS #92387). In support of such efforts, an Erie Inland Port Alternate Future Land Use Scenario was developed and analyzed through the County's updated TDM with an assumed set of employment and land use modifications (*per Chapter 3.4*) to reflect a future Erie Inland Port development. Because specific development details and locations are not set at this time, this exercise amounts primarily to a sensitivity test of potential impacts. Accordingly, the results cannot be assumed to definitively identify specific needs or improvements; however, they can be used to highlight candidate areas for further consideration under more focused study efforts such as those programmed on the current TIP.





To that end, areas of interest under the Erie Inland Port Alternate Future were identified as intersections or roadway segments that, when modeled, dropped from LOS C (or better) to LOS D, E, or F. These areas may include locations directly impacted by the Inland Port or related land use modifications, or indirectly impacted as a result of general traffic shifts or diversions throughout the county's overall roadway network following inclusion of the Inland Port or related land use modifications. For either case, specific areas are listed below. It may be noted that all of the identified locations (with the exception of one intersection in Edinboro) are located within the City of Erie or surrounding metro areas. This trend is likely attributable to traffic pattern changes around the Port of Erie and especially as a result of Alternate Future assumptions that increased employment at the former Hammertmill / International Paper site located to the east off of PA 5 / East Lake Road and the journey to work patterns from Erie to Albion.

Intersections Dropping to LOS D, E, or F:

- East 28th Street @ PA 8 / Parade Street / Old French Road / Pine Avenue
- East 26th Street @ PA 8 / Parade Street
- Buffalo Road @ East Avenue (west of Bayfront Connector)
- US 6N@ Ontario Street (Edinboro)

Roadway Segments Dropping to LOS D, E, or F:

- West 38th Street (between Zuck Road and State Street)
- PA 5 / West 8th Street (between Pittsburgh Avenue and Bayfront Parkway)
- Bayfront Parkway (between West 8th Street and East Bay Drive)
- East 18th Street (between State Street and Bayfront Connector)
- East 28th Street (between Parade Street and East Avenue)
- PA 5 / East 6th Street / East Lake Road (between Holland Street and Downing Avenue)
- US 20 / Buffalo Road (between Bayfront Connector and Downing Avenue)
- Glenwood Park Avenue (between West 30th Street and West 38th Street)
- PA 832 / Sterrettania Road (between I-90 and US 20)

